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increase of 18, as compared with the foregoing week; 12 deaths from *accessio pernicioso*, an increase of 3; 18 deaths from yellow fever, a decrease of 3; 15 deaths from smallpox, an increase of 2; 4 deaths from typhoid fever, none before; 1 death from beriberi, a decrease of 1, and 56 deaths from tuberculosis, an increase of 4.

Yellow fever at Santos and Sorocaba.

It is reported that yellow fever at Santos is increasing.

The epidemic at Sorocaba has made considerable progress, as I have already reported. The number of cases is still increasing and also the number of deaths. According to a report that has been received, there were on the 14th instant, 77 patients in the hospital, and there entered on the same day, 11; there were discharged, 7, and there died, 4.

Bills of health.

Since last report the following-named ships have been inspected and received bills of health of this office: March 10, steamship *Cyprian Prince*, British, for New York; March 12, steamship *Velleda*, British, for Philadelphia; March 13, steamship *Vala*, British, for New York; March 15, steamship *Parahyba*, French, for New Orleans.

Respectfully,

W. HAVELBURG, M. D.,
Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine Hospital Service.

COSTA RICA.

Condition of the cities with regard to yellow fever.

PORT LIMON, COSTA RICA, April 7, 1900.

SIR: I have the honor to inform you that I have completed the inspection of the ports of Colombia and the cities of Costa Rica. Barranquilla, and Cartagena in Colombia, I consider infected and dangerous; not so much on their own account as the tributary country. The Magdalena River, from Honda down to the mouth, is subject to outbreaks of yellow fever. Barranquilla and Cartagena are the ports or outlets for all of the traffic from the interior. Santa Marta, a port to the east of Barranquilla, is also infected, and the fever becomes epidemic whenever there is any nonimmune material to work on.

There are weekly steamers from Colon, and weekly steamers go direct to Port Limon or via Greytown.

Port Limon, in Costa Rica, is the cleanest town south of the Rio Grande on the seacoast, but I consider it the most dangerous.

I think that yellow fever is endemic in the port, and will become epidemic in case that there is any immigration of nonimmunes.

Yellow fever is endemic in Punta Arenas, and is epidemic at present in that place and along the line of the railroad and in Esparta.

There is no yellow fever at present in Alajuela; the last case was reported sometime in January. The Costa Rican Government used every means to stamp out the fever in Alajuela, and it remains to be seen whether the post-epidemic disinfection has been thorough. Many of the infected houses were burned, and those that could be disinfected with less radical means were thoroughly cleansed.

Port Limon is within twenty-five hours of Punta Arenas and eight hours of Alajuela without any quarantine restrictions.

Passengers can come from Colon and Panama in twenty-four hours, and from Barranquilla and Cartagena in two days.

A coast steamer has been put on to-day to run between Bluefields and Colon, touching at Greytown, Port Limon, and Bocas del Toro. Unless this steamer is carefully watched and quarantined at each port, some radical changes should be made in the rules and regulations governing the fruit traffic. I would suggest that all passenger traffic between Port Limon and United States southern ports be stopped during the summer season. Immunes without baggage could be carried with safety, but I would bar all nonimmunes from noninfected localities. The noninfected localities of Costa Rica are hard to define.

This is the first opportunity that I have had at a typewriter since leaving Colon, and now have only a few hours to catch a tramp steamer to Vera Cruz. Upon reaching Vera Cruz I will send in a complete report of my trip, with maps and charts of the possible routes of yellow fever.

Respectfully,

SAML. H. HODGSON,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

CUBA.

Reports from Cienfuegos, Casilda, and Santa Cruz del Sur.

CIENFUEGOS, CUBA, *April 9, 1900.*

SIR: I have the honor to report that during the week ended April 7, 1900, 18 deaths have occurred in this city—tuberculosis, 5; malaria, 2; intestinal diseases, 2; no contagious diseases reported. Two deaths occurred in the civil hospital. Death rate for the week is 23.50.

Fifteen foreign vessels have entered this port, and 8 have received bills of health during the week. I was requested by the agent of the Spanish steamship *J. Jover Serra*, from Barcelona, to disinfect the vessel previous to departure for the port of New Orleans. This was done. As this is the last port for many vessels previous to leaving for the United States, and being disinfected here saves them at least two days, and most of these vessels being too large to come to the wharf, I would suggest that the disinfecting barge be sent to this station as soon as possible, for the season is now here when it is needed.

At present the city is undergoing the opening of 4 miles of streets for the laying of gas pipes, after four months of cool weather, from November to April, during which time no such work was done, but as the summer is approaching the city is being torn up. Some of the older citizens say there is no danger of yellow fever from this source, but that it produces a great amount of malaria of a pernicious type. Some say that opening the street to a depth of two or three feet will not produce yellow fever, but that if opened to a depth of five or six it will. The cause and history of yellow fever in Santiago last season should warn them not to open the streets so late in the season. If this work is finished by June 1, as they say it will, there might not be much danger in it, but if extended later in the season we might repeat the history of Santiago.

In a previous report I stated that, in my opinion, we stood little chance of infection from importation, but a greater one from the tearing down of old buildings and opening of streets. Last October they commenced cleaning the warehouses on the harbor front and piling the